

Record Established at Indianapolis of 78.7 Miles an Hour Will Be Assailed by Dare-Devil American Drivers, Including Oldfield, Anderson and Cooper

Healthily to be needed to revive the fagged-out "speed germ."

The manufacturers were somewhat appalled by the stupendous aspect of the first Indianapolis speedway race, and the result was a much more conservative second race. It was then that the affair settled down to normal and the several companies began to vie with each other as a means of demonstrating the superiority of their product made great gains in popularity.

It was not until 1911 that the race was again made a national event to stand the strain of the long grind.

Harry C. Stutz, of the Stutz racing car company, was the first to make the 500-mile race the leading sporting event of the motorist.

The race at Indianapolis has since become the designer and engineer because of the ideal facilities for studying the wear and tear on materials in the concentrated strain of the long come to

[illegible]

Veteran Driver Will Make His First Appearance Since 1911 on Speedway

It is possible that DePalma and Oldfield will renew their grudge battle in the near future. It is almost certain that Republic will be the place where the two drivers will meet again.

Fine Record of Framm Motor
Truck For Which the City
Transfer Co. Are Agents

has been in continuous operation for nineteen months by this company. The first record made in 1915 and 1916, careful records have been kept of the expense of operation as compared with horse drawn vehicles and the results have been very convincing. The truck has made a saving of over one thousand dollars per annum, as compared with the capacity in horse and drays.

The truck used by the City Transfer Company is of one capacity. It has been used by many teams on the McDougall hill and has been handled by the same driver on several occasions, prior to the establishment of the C.P.R. station in 1916. It has been used ever since smoothly today as when it started in and promises many more years of continuous service.

This agency is now controlled by the City Transfer Company, and the City Transfer Company is now the Alberta Auto and Repair Co., Ltd., where the new one is being used for demonstration purposes.

The McLaughlin-Buck line for this season consists of eight models—including both 4 and 6 cylinder pleasure cars and a 1,500 pound truck. From the 2 passenger Roadster at \$1,250 to the 6 cylinder Touring Car at \$2,750, there is not a car in the entire line that can be equalled at its price.

All prices F.O.B. Oshawa.

Electric lighting and electric starter supplied as regular equipment on all pleasure cars.

Send to head office or nearest Branch for 1914 Catalogue.

A black and white illustration of a vintage Buick car, likely a Model 26, shown from a side profile. The car is a four-door sedan with a dark body and light-colored wheels. Inside the car, a family of five is depicted: a man in a suit and hat driving, a woman in a light-colored dress seated next to him, and three children (two boys and one girl) in the back seat. The car is parked on a street in front of a building. A large sign on the building reads "McLaughlin Buick" in a stylized, cursive font. The sign is mounted on a wall with vertical lines, possibly representing a storefront. The overall style is that of a vintage advertisement illustration.

duces a large quantity. The record of tire production for five days of the past week shows that the 10,000 a day prediction is rapidly being made to "come true." No Saturday figures are included, for Saturday afternoon is a holiday at the factory, and there is no Saturday night work. The total for five days was 44,417 pneumatic tires, enough to equip more than 11,000 cars.

1. *Chlorophyll a* and *Chlorophyll b* were determined by the method of Arar and Collins (1971) using a Shimadzu 1010 spectrophotometer. The concentration of chlorophyll was expressed in mg g⁻¹ of dry weight.

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FIG. 2. A. Schematic of the experimental setup. B. A typical example of the recorded fluorescence traces. The traces were recorded from the same area of the sample. The traces were recorded at different times during the experiment. The traces were recorded at different times during the experiment. The traces were recorded at different times during the experiment.
